

**From:** Khesha Reed  
**To:** Gregory Orehowsky  
**Subject:** Fw: Update: ARB / Cummins Conference Call meeting minutes - March 29, 2010  
**Date:** 04/14/2010 08:36 AM

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----- Forwarded by Khesha Reed/DC/USEPA/US on 04/14/2010 08:36 AM -----

**FW: Update: ARB / Cummins Conference Call meeting minutes -  
March 29, 2010**

Lourenco,  
Jackie@ARB to: Khesha Reed

04/13/2010  
07:57 PM

Hi Khesha,

## Deliberative Process / Ex. 5

*Thank you*

*Jackie*

626.450.6152

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**From:** rich.s.wagner@cummins.com [mailto:rich.s.wagner@cummins.com]  
**Sent:** Tuesday, April 13, 2010 2:12 PM  
**To:** Lourenco, Jackie@ARB; Pryor, Kimberly@ARB  
**Subject:** RE: Update: ARB / Cummins Conference Call meeting minutes -  
March 29, 2010  
**Importance:** High

Jackie -

Per your questions...

**CBI/ Ex. 4** the no start region is within the last 300 miles **CBI/ Ex. 4** based on diesel fuel tank and range, would a driver be able to drive **CBI/ Ex. 4** if the driver filled up with diesel fuel just before the 300 mile **CBI/ Ex. 4** would he have to refuel before **CBI/ Ex. 4**

There are two tank sizes Chrysler offers; 52 gal and 23 gal. The engineers tell me that the SCR vehicle gets an average fuel economy of 10 mpg. Thus, for

the 23 gallon they will have 230 miles before they run out of fuel and for the 52 gallon it will be 520 miles.

**CBI/ Ex. 4** the chart on page 4. do the boxes on the right of the strategy link up to the yellow, red and blue arrows? **CBI/ Ex. 4**

## CBI/ Ex. 4

Yes, the messages link up with what is going on with the arrows. Using the left side on slide 4 as the example, **CBI/ Ex. 4**

## CBI/ Ex. 4

I've confirmed your next question with the control engineers; if the tamperer goes to the dealer or uses a scan tool to clear the fault but does not fix the issue the caused the fault, the mileage does not reset. So, no - the tamperer will not get **CBI/ Ex. 4**

**CBI/ Ex. 4**

Are you asking for conditional EO for a short time before the validation and reflash would occur?

Yes - the "short time" needs to be discussed with Chrysler since they have truck validation, service training, and literature to address.

Also, I got your email Kim. I have the engineers working on getting response asap.

-Rich

Director - Certification Engineering  
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Please consider the environment before printing this e-mail or its attachments.

From: "Lourenco, Jackie@ARB" <jlourenc@arb.ca.gov>  
To: "rich.s.wagner@cummins.com" <rich.s.wagner@cummins.com>  
Cc: "Pryor, Kimberly@ARB" <kpryor@arb.ca.gov>  
Date: 04/13/2010 02:09 PM  
Subject: RE: Update: ARB / Cummins Conference Call meeting minutes - March 29, 2010

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Hi rich,

Two questions about the cab chassis' **CBI/ Ex. 4**

**CBI/ Ex. 4**

**CBI/ Ex. 4** the chart on page 4. do the boxes on the right of the strategy link up to the yellow, red and blue arrows? When does the second box

**CBI/ Ex. 4**

**CBI/ Ex. 4**

*Thank you*

*Jackie*

626.450.6152

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**From:** rich.s.wagner@cummins.com [<mailto:rich.s.wagner@cummins.com>]  
**Sent:** Monday, April 12, 2010 9:02 AM  
**To:** Lourenco, Jackie@ARB; Pryor, Kimberly@ARB; Chang, Tom@ARB; Nukunya, Tsatsu@ARB; Evans, Zachary@ARB  
**Cc:** victor.a.schneider@cummins.com; jackie.m.yeager@cummins.com; jeff.w.lewis@cummins.com; mike.cooper@cummins.com; robert.a.jorgensen@cummins.com  
**Subject:** Update: ARB / Cummins Conference Call meeting minutes - March 29, 2010  
**Importance:** High

Below is an update of the different action items:

1) ISL Urban Bus - MY2010 (ACEXH0540LAR) - Complete

2) ISX - MY2010 (ACEXH0912XAR)

Victor submitted ISX under ACEXH0912XAR for DMS. All issues addressed and looking for EO approval for MY2010 this week.

3) ISB Urban Bus (hybrid) - MY2010 (ACEXH0408BAN)

Victor is submitting ISB for urban bus under ACEXH0408BAN for DMS. Tom Chang's questions answered with data (sent in a previous email) on ISB UB duty cycle and regens. All issues addressed and looking for EO approval for MY2010 this week.

4) ISB Cab-Chassis ("Hornet") - MY2010 (ACEXH0408BAK and ACEXH0408BAL)

Tom Chang reviewing Appendix 6 of AECD document to confirm CBI/ Ex. 4

# CBI/ Ex. 4

The attached file is the changes EPA is requesting for the ISB cab-chassis.

I would like to discuss via a teleconference as soon as possible to make sure we are all on the same page to move forward with MY2010 and what changes will be required for MY2011.

Thanks,

-Rich

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----- Forwarded by Rich S Wagner/Auto/Cummins on 03/30/2010 07:50 PM -----

From: Rich S Wagner/Auto/Cummins

To: jlourenc@arb.ca.gov, "Kim Pryor" <kpryor@arb.ca.gov>, ychang@arb.ca.gov, "Tsatsu Nukunya" <tnukunya@arb.ca.gov>, zevans@arb.ca.gov  
Cc: victor.a.schneider@cummins.com, Jackie M Yeager/Ind/Cummins@Cummins, Jeff W Lewis/Ind/Cummins@Cummins, Mike Cooper/Ind/Cummins@Cummins, Robert A Jorgensen/Corp/Cummins@Cummins, John C Wall/Ind/Cummins@Cummins  
Date: 03/30/2010 10:57 AM  
Subject: ARB / Cummins Conference Call meeting minutes - March 29, 2010

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Jackie / Kim / Tom / Tsatsu / Zach -

Thank you for your time yesterday, it was very much appreciated. A lot was discussed and a lot was learned over our 3-hour marathon meeting. **CBI/ Ex. 4**

**CBI/ Ex. 4**

**CBI/ Ex. 4** Cummins is committed to doing so and believe the work already performed and submitted should move forward.

I believe I have captured all major points for each engine family and any action items needed to move these toward EO approval. Please let me know if any items need to be clarified.

1) ISL Urban Bus - MY2010 (ACEXH0540LAR)

Currently up for signature. Cummins will work with ARB for **CBI/ Ex. 4** **CBI/ Ex. 4** for MY2011, and we will look for ways to make running change to MY2010 to incorporate **CBI/ Ex. 4** ahead of MY2011. Need to have MY2010 EO this week.

2) ISX - MY2010 (ACEXH0912XAR)

Cummins will change submission to reflect MY2010 and not MY2011. Conditional EO for DF.

Cummins will work with ARB for **CBI/ Ex. 4** for MY2011, and will look for ways to make running change to MY2010 to incorporate them ahead of MY2011. Need to have signed EO this week.

3) ISB Urban Bus (hybrid) - MY2010 (ACEXH0408BAN)

Cummins will change submission to reflect MY2010 and not MY2011. EO condition requiring engine change out at 185,000 miles.

Cummins will assure **CBI/ Ex. 4** is appropriate for the ISB in a hybrid urban bus application by **CBI/ Ex. 4**

**CBI/ Ex. 4**

Cummins will work with ARB for revisions to **CBI/ Ex. 4** for MY2011, and will look for ways to make running change to MY2010 to incorporate them ahead of MY2011. Need to have signed EO this week.

4) ISB Cab-Chassis ("Hornet") - MY2010 (ACEXH0408BAK and ACEXH0408BAL)

**CBI/ Ex. 4** Cummins in conjunction with Chrysler will work with ARB for revisions to **CBI/ Ex. 4** for MY2011.

DEF Quality: ARB was going to look at the Sprinter cert documents to confirm Cummins process for DEF quality is similar to Daimler's Sprinter. Cummins to provide follow-up to ARB on confirmation that if [CBI/ Ex. 4] is active and goes [CBI/ Ex. 4] the owner will have to get the vehicle towed to a dealer to have the system reset once [CBI/ Ex. 4] has been corrected.

[CBI/ Ex. 4] Cummins to provide follow-up to ARB on confirmation that if a SCR tampering fault is active and goes [CBI/ Ex. 4] the owner will have to get the vehicle towed to a dealer to have the system reset once [CBI/ Ex. 4] [CBI/ Ex. 4] problem has been corrected.

ARB will review the ISB cab-chassis AECD and Appendix 6 sensor table. ARB/Cummins will discuss if there are any issues with the AECD or Appendix 6 sensor table this week. Need to have EO signed early next week April 5th.

Thanks,

-Rich

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